1936-39 **File No.** 598/36-I

P.W. **DEPARTMENT**

E. **BRANCH**

A CLASS

Subject:— Appointment Secretary, Board of communications Bombay Presidency.

A-[K]

(P.W. 26/E)

E

File No. 598/36-I

Std. Scott. Slip 24-A

G R., G D., No 2408, dated 22-6-22.]

Correspondence

DOCKET SHEET (B)

Subject :—

File No. 598/36-I

P. W. DEPT.

E BRANCH.

References :—

Date.	To whom sent.	Notes and instructions.

No. 10

MEMORANDUM FOR THE TRANSPORT ADVISORY COUNCIL.

ITEM 5 (a)

Board of Communications.

With one exception all local Governments have ratified Article (e) of Part III of the Concise Statement of policy. The exception is due to peculiar local circumstances and a Road Board already exists in the Province concerned. Other Provinces have Boards of Communications including representative of Railways.

2. The Government of India wish to make certain further suggestions to Local Governments regarding these Boards. The Transport Advisory Council is, and must remain, a purely official body dealing with broad questions of policy. But the co-ordinating machinery must provide for the effective application of policy and if friction between the Centre and the Provinces, and between conflicting interests within a Province, is to be avoided, there must be genuine discussion of all important schemes. The Government of India believe that the Boards of Communication can and should be of the greatest value in eliciting non-official opinion, in settling points of detail, and in adjusting within a Province conflicts of interest, such as those between local Governments and railway administrations.

3. It would be unfair to attempt a final judgment on the work of the existing Board, but there seems considerable justification for the view that they are far from being as effective as they should be. They meet for the most part at long intervals, and discuss excessively heavy agenda which may not always be perfectly presented. Development programmes are, it is believed, based largely on the visible resources in the Central Road Fund, and in some cases on a preexisting classification of roads. There is thus a tendency to proceed without any general plan based upon the policy now accepted and the need for applying the Central Road Fund to the most urgent schemes, however the roads concerned may be classified, may be overlooked. The result

is taht railway interests I that alternative schemes which they might might prefer have not always been adequately considered, and the programmes are passed not so much because thay are regarded as the best possible programmes, but because the next meeting of the Board may not be held for some time, the money is already available and there is naturall support for any action which well produce immediate results. The representatives of Railways, who are obliged to protect their own interests, complain that they are almost invariably overruled, and on the other hand the majority of members, including the official members are inclined to regard the railway objections as unreasonable.

4. The Government of India think that the working of the Boards could be very much improved if they could be provided with specialist Secretaries. In one Province there is it is believed, a Deputy Chief Engineer of the Public Works Department who is attached to the Secretariat and who acts as Secretary to the Board of Communications. This officer is also responsible for the preparation of schemes of road development for the consideration of the Local Government and the Board of Communications. He correlates technical specifications and generally provides for uniform standards of development throughout the Province. In certain other Provinces special roads officers have been appointed, but they appear to have been employed hitherto on the preparation of large development programmes and are not at present concerned with current programmes to be financed from the Road Fund and from provincial revenues. The problems of co-ordinated development are relatively new and complex and thro an increased burden upon Secretariats which are already perhaps overworked, and the strength of which has in some cases been much reduced. Moreover, where a provincial classification of roads has led to a division of responsibility between two Ministers the existing Secretariat organisation tends t concentrat on one of the two main classes. The result is that there may be no single officer at the headquarters of the Local Government who in the ordinary way has sufficient time to devote to co-ordination problems.....

problems or is in a position to make an adequate study f the whole field. The Government of India accordingly suggest for the consideration of local Governments the Creation of posts of Secretary to the Boards of Communications. Whether with a some redistribution of work these posts could be filled by officers holding other posts, or whether wholetime officers will be required, is a matter for Local Governments to Consider. Whatever arrangements may be made, the Government of India consider it essential that the duties of Secretary should be combined with responsibility for the planning of road development generally and for the coordination of technical standrads.

598/36

No.598/36-E.

P.W.D., B.C., 13th Aug. 1936.

From

T.A.Andrew, Esq., B.Sc.(Eng) Glas.,

I. S. E.,

Secy. to the C.of B., P.W.D.

To

The Secy. to the Govt. of India,

Deptt. of Ind. & Lab ., P.W.Branch.

Subject: Appointment of a Special officer in charge of road development and as secretary, Board of Communications.

Sir,

With ref. to item 5(a) of the Agenda of the last meeting of the Transport Advisory council and the decision arrived at thereon, side part III para 2 and part VI para 4 of the concise statement of policy,

I have the honour to address you as follows:-

This Govt. propose to appoint as a Spl. officer of the rank of S.E., who shall be Secy. of the prov. Board of Communications aswell asresponsible for the planning of road development generally and co-ordination of technical standards throughout the province. In view of the conditions prevailing in this providing it is considered that the apptt. of such a whole time officer is absolutely necessary and it is squested that the cost involved by the apptt. which is intended to be maintained for one year only in the first instance, as well as the cost of the Special Officer's staff may be accepted by the G. Of I. in debit to the provincial share in the road account. This cost will be approximately as follows:-

	Rs. P.M.
1 S.E.	1,750 pay + £ 19-6-8 o.
	S.P 250 T.A.
1 A.E.	300 pay
	100. T. A

~~1 Cl. A~~

1. Typist Clerk.	100 pay
2 Peons.	40 pay.
	2,540 + £ 13-6-8 o.s.p.

It is requested that te G.of I. will be so kind as to give this matter their very early consideration and com unicate their reply assoon asposible.

I have etc.

Id
~~xxdx~~ 11/8

Id
12/8

Extracts from the discussion at the meeting of the Board of Communications held on the 20th November 1936 on item No.3 viz the concise statement of Policy adopted at the last meeting of the Transport Advisory Council held in July 1936.

Mr. Ormerod: Does the appointment of a special officer come under the concise Statement?

The Chairman: Yes, it is mentioned at the end of the Statement.

Mr. Ormerod: Can we make any suggestions regarding that at this meeting?

The Chairman: That question was raised at the meeting of the Transport advisory Council, and the Government of India have stated in their concise statement that if the services of a special officer were needed, and it was proved that the appointment was indispensable to carry out the whole programme, they would not be against paying that officer from the Road Fund. I think that before long steps would be taken to appoint such an officer. In fact, there is correspondence going on in that connection between the Government of Bombay and the Government of India.

Mr. Ormerod:

The other point is about the special officer. I would draw your attention to a letter which we addressed to the Secretary of the Board of Communications on the subject.

Mr. Andrew: At the last meeting of the Road Board the question of the appointment of a special officer was raised. I was not in favour of it at the time, ad I think Rao Bahadur Chitale and Mr. Daharmkar also did not support it. But things have changed materially since then. We have now the Concise statement of policy.

The .....

The question of feeder roads is a very big question. We may have provincial money for expenditure on roads as our local fund, and now I personally am in favour of these appointment of a special officer. I hope that the support which Rao Bahadur Chitale and Mr. Dahanukar gave me on the last occasion will be given to me on the present occasion also.

Mr. Dahanukar: I second the proposition which has been moved by Mr. Andrew.

The Chairman: There is no proposition at all.

Mr. Dahanukar: I shall explain my position. Last time form the agend I thought that the appointment of a special officer was really the creation of aspecial department. I understood it in that way, and I thought that was not quite necessary then But in view of the concise Statement of Policy which is before us, which has now been approved by the Transport Advisory Council, the appointment of a special officer appears necessary. There are so many handicaps and restrictions now imposed as regards the expenditure, and the money will lapse if it is not spent in time, and so on. Now if we have not got a special officer, we shall not be able to get ready our programme of the roads which are required to be constructed. For this purpose the necessity of a special officer is now certainly felt. With such an officer it will be possible to prepare schemes for road development, especially village ad feeder roads, and for that purpose the appointment of a special officer will be certainly a great help to the P.W.D. I do think wish that the programmes for the various scheme are prepared and the works taken in hand as early as possible, and plans and estimates prepared and put before Government for approval. The funds available must be spent in time, and we should not allow any grants to lapse or any works to remain in arrears Therefore the appointment of a special officer is very necessary. I therefore support the statement made by Mr. Ormerod.

Mr. Ormerod: Another point is in connection with the letter ressed to Government on 12th November regarding the appointment e man to fill the post of aspecial oficer. We do hope that

you.....

you would choose the man with great care, so that we may have an officer who will try to take the Presidency ahead of the times, and who has knowledge not only of city conditions but of mofussil conditions and conditions in other provinces, because he has a very onerous task.

Chairman: I think members representing such important and influential interests ought to have some confidence in the discretion of Government. The matter may be left to them to make the best selection possible. It is hardly the right spirit to dictate to Government. I am sure when a new appointment of this kind with all the history at the back of it is to be made, it would be made in the very best interests of the public.

Rao Bahadur Chitale: It is true that I opposed the appointment of special officer last year, but under the altered conditions I am supporting the appointment of a special officer.

Mr. Gangoli: The proposal for the appointment of a sepcial officer, was brought before the Board three times. Once it was rejected by an overwhelming majority, and last time by the casting vote of the Chairman. This time the proposal is being made again The reason why some of us had to oppose the appointment of a special officer is this. The general rule with Government is that whenever money is proposed to be spent for any new object, the expenditure starts being made in Bombay or Poona or places round about Bombay and Poona. We began with widening roads, then they wanted tarred roads, and then asphalted roads, and now they want cement roads. But all these improvements are confined to roads in cities like Sholapur, Poona and Bombay. If a special officer is appointed, he will again confine his attention to the roads roundabout Bombay and Poona.

Mr. Andrew: No, Sir.

Mr. Gangoli: With that idea, we representing the rural areas had to oppose the appointment of a special officer. If a promise is given that the officer will pay proper attention to all the area in the Presidency, then we would have no objection to the appointment of the special officer.

The Chairman: For aught I know, the new officer might start his operations from Kanara.

~~Accompaniment to~~ D 2

H.M., L.S.G. discussed this case with Secy., F.D., and Secy., P.W.D., on 1-12-36. The attached 4p copies of draft proceedings of Board of Communications meeting held on 20-11-36 were noted.

It was considered that H.M. could not be asked to authorise expenditure on the special officer from provl. funds but could be asked to do so if expenditure was to be met from the Provincial allotment from the Central Road fund of the G. of I. approving the proposal. In view of the necessity of opening scarcity works this year any balance from the Provl. Motor Tax may be required for road ~~xxx~~ works to relieve scarcity and it cannot be said at present whether the necessary funds would be available for the cost of the special officer. In any case it was considered that the incurring of expenditure on establishment would not be a proper first charge against the Provl. fund from motor taxation without the sanction of the Leg. Council in view of the objections raised during the discussion in the Leg. Council on the ~~xxxxx~~ ation proposals. ~~xxxxxxxx~~ As arranged, the following draft to the G. of I. is put up for approval.

Id
7/12/36

(11)

GOVERNMENT OF INDIA.

Department of Industries and Labour.

PUBLIC WORKS BRANCH.

D.O. No. 601

Dated New Delhi, the 8th January 1937.

My dear Andrew,

Will you please refer to your letter No. 598/36E of the 17th December 1936?

I am trying to get the Government of India to agree to your proposals regarding the appointment of a special officer in anticipation of the adoption of the amended Resolution on Roads by the Assembly, but there is one point which gives a little difficulty. With your letter you enclose extracts from the discussions of the meeting of the Board of Communications held on the 20th november 1936 in which it appears that the opposition to the post previously existing was generally with-drawn. It does not appear from these extracts, however, that the Communications Boards recorded any decision on the matter by a formal vote and all we have is that the proposal was once rejected by a large majority and a second time by the casting vote of the Chairman. Ordinarily, of course, we should consider merely the recommendation of the local Government, but as anticipating the adoption of the Resolution also means anticipating the advice of our standing Committee we ought to be quite certain of the position and to be able to say that the proposal was accepted by the Board of Communications at its meeting held on the 20th November 1936.

Could you therefore let me know by telegram whether it can be said that the Board was genally in favour, or alternatively that the Board accepted the Proposal by such and such a majority?

Yours sincerely,

SD/-

T.A. Andrew, Esq., I.S.E.,
Secretary to the Govt. of Bombay
Public Works Department,
Bombay.

There was no formal vote taken but it can be said that the Board was unanimouly in favour of the proposal.

(Id) T.A. A(ndrew)

11-1

D.Se. ???

Office note.

As verbally directed by the Dy. ~~Secy.~~ Secy., I.& B., the draft telegram put it may issue.

Id
11-1-37

Id
11-1-37

State Telgram.

From (T.A.) Andrew, Bomworks

To (K.G.) Mitchell

Roadind,
New Delhi.

Your D.O. C. 61 8th instant regarding our proposal for special Roads officer. No formal vote taken but it can be said that Board of Communications was unanimously in favore of proposal.

Id
12th July 1937

.....

.....

Copy by post in Confirmation.

Id
11/1/37

Id
11/1

Submitted.

2. The Govt. of India have approved the debit to the allocation to Bombay from the Central Road Fund of the cost of a special officer in charge of road development and Secy. to the Board of Communications, and of his staff for a period of one year to the extent of Rs. 32.500/-.

3. The same procedure as is followed in audit and accounting in respect of transactions in connection with Road development Fund (vide letter No. T. 582-Ac/120-29 dated 23.6.30 from the Controller of Civil Accounts, simla, printed as one of the accomp- accompaniments to G.R.No. 1036/27, dated 25.9.30) will be applicable in the case of the appointment of the appointment of the special Officer and his staff. The expenditure in that connection will be charged to the head "50-Civil Works", while credit for the receipts from the Govt. of India will be taken under the head XXXIX -C.W. Sanction of the Legislative Assembly is necessary to the expenditure in question. No provision for the Special officer and his staff had been included in H.E.'s budget for the first six months as the sanction of the Govt. of India thereto was still awaited . As however, the expenditure is of an urgent nature, it may be sanctioned for the first six months by reappropriation from the provisions authorised by H.E. under the head "50-Civil Works" and it may be provided as a new item of expenditure from 1-9-37 in the budget for 1937-38 for the approval of the Legislative Assembly to the Secy. F.D. with regard to this point. The papers may be submitted

4. The next point for consideration is which officer should be appointed as special officer. In August 1936 the Secy. had proposed tentatively that Mr. Arbuthnot should be appointed to the post and this proposal had been approved by the Hon'ble Hon'ble board. Mr. Arbuthnot has, however , been appointed from 1-4-37 as a member of the Bombay-Sind Public Service Commission.

The question regarding selection of a suitable officer as A.E. under the Special officer may be taken up later.

Id
12-4-37 Thro. A.E. Id 12/4/37

For Secy's order on para 4

Id 12/

The procedure proposed at AA on pages 97 -98 may be followed.

2. Mr. R.A. Fitzhebbert, I.S.E., may be appointed as S.E., Road Dev. and Secretary Communications Board. The duties should be as on pages 75-76.

3. For the present in view of shortage of officers as Sind Government cannot spare any officers at present in Sind but on the Bombay cadre in the separated lists, Mr. Mascrenhas should also act as Dy. Secy. to Govt., Roads and Buildings, in addition to his present duties as Dy. Secy., I.&R.

Id
21/4/37

Secy., F.D. Id
21/4/37

Chief Secy. Id
22-4-37

Submitted

H.M., L.S.G. Id
22/4/37

H.M., H.& G.D. Id
7/4/37

H.E. the Governor

(Secy. G) Id
28/4/37

No. 598/36.

Political and Reforms Department (Public Works),

Bombay Castle, 3rd May 1937.

NOTIFICATION.

Government are pleased to sanction the creation of a temporary post of Superintending Engineer, Road Development, Bombay Presidency, and Secretary, Board of Communications, with the pay and status of a Superintending Engineer of the Indian Service of Engineers for a period of one year, with effect from 30th April 1937 and to appoint thereto Mr. R.A.Fitzherbert, A.C.G.I., A.M.Inst. C.E., I.S.E., Executive Engineer, with effect from that date.

2. Mr. W.X. Mascarenhas, B.E., I.S.E., Deputy Secretary to the Government of Bombay, Public Works Department (Irrigation and Railways), is appointed to act as Deputy Secretary to the Government of Bombay, Public Works Department (Roads and Buildings) vice Mr. Fitzherbert, in addition to his own duties, until further orders.

By order of His Excellency the Governor of Bombay,

C.W.A. Turner,

Chief Secretary to Government.

Statement of a new item (List B) of expenditure to be provided in the budget estimate for the year 1937-38.

Head - "36-Civil Works -Provincial".

Minister in charge - The Hon'ble Mr. Hoosenally M.Shahtoole.

Item 103.B Appointment of a Superintending Engineer, Road Development, Bombay Presy., and his staff.

.....

Recurrent. .....Rs ..... Non-recurrent ..... Rs 17,000

Total .... Rs 17000 Ultimate annual recurrent ..Rs .....

Remarks.- There has been for some time an insistent demand for the appointment of a Special officer for roads and much criticism in the press regarding the condition of the roads in this Presy. and the lack of a planned programme of development. The Concise Statement of Policy adopted at the last meeting of the Transport Advisory Council held in July 1936 contained inter alia a provision that the amount placed at the disposal of a Province would lapse if not spent in time. The Govt. of India also themselves suggested as an item on the agenda for the meeting of the Transport Advisory council the appointment of Special officers as Secretaries of Provincial Boards of Communications The meeting of the Board of Communications held in November 1936 discussed the question of the appointment of a special officer and was unanimously in favour of such an appointment. In view of the conditions prevailing in this presy. It was considered that the appointment of a whole time officer in charge of road development was urgently necessary. Government have accordingly appointed a special officer of the status of a Superintending Engineer of the Indian Service of Engineers with the necessary staff, with headquarters the same as those of Government, with effect from the 30th April 1937 for a period of one year.

The duties entrusted to this officer are generally as shown below:-

(1) General duties as Secretary to the Provincial Board of Communications and its Sub-committees

(2) To prepare and maintain revised priority lists for roads.....

roads under 3 categories:-

(a) Feeder roads.)
(b) Roads competitive with Railways) One list for each County's Divn.
(c) Other roads.)

(3) To prepare a balanced programme of works under the above 3 categories for a period of any 7 years. (This will involve the convening of meetings of the Divisional Committees and Board of Communications and consultation with Railway Administration, the Agricultural Department and interested bodies in order to ensure that the opinions of all concerned have been ascertained before the final programme is fixed.)

(4) To act as Technical Adviser to Government with regard to the technical side of road projects.

(5) To initiate experiments and compile statistics regarding them and to keep in touch with modern methods of roads maintenance and construction in all parts of the world.

(6) To train Public Works Department staff in modern methods of road construction and maintenance.

(7) To compile and analyse data - technical, economic and financial as regards road maintenance and to investigate and revise if necessary the distribution of maintenance grants among the different circles.

(8) To obtain and compile or study statistics in connection with road traffic and consider legislation in connection with the improvement of the bullock cart with the object of reducing the cost of road maintenance.

(9) To act as a liaison officer between the public works Department and all other Departments including District Local Boards to ensure cooperation and coordination regarding road development.

(10) To advise District Local Boards in connection with road projects.

(11) To initiate improved methods of modern construction and maintenance on District Local Board roads.

(12) To attend meetings .....

(12) To attend meetings of Divisional Committee Boards as adviser.

The Government of India have agreed to the debit to the allocation to Bombay from the Central Road Fund of the cost of the Special officer and his staff to the extent of Rs. 32.500 only.

The cost involved in the appointment of the Superintending Engineer and his staff from 1st September 1937 is as follows:-

(a) Pay of Officers -

		Rs.
1 Supdg. Engr. at Rs-1,750 p.m. + & 13-6-8 overseas pay	Chargeable.	11.568
1 Asstt. Engr. at Rs. 300 p.m.	Votable.	1.800

(b) Pay of Establishment -

1 Typist clerk at Rs. 100p.m.		600
2 Peons at Rs. 19p.m.		228
	Votable	828

(c) Allowances:-

T.A. etc.	Chargeable.	1,200
	Votable.	1615
	Total	170
	or say	17000
	Chargeable.	12,800
		4,200

Id

V.Urgent.

No. 598/36-E.
Public Works Deptt.
B.C. 27th May 1937.

Memorandum.

Subject:- New item of estabt. for the year 1937-38 under the head "50 -Civil Works provn"

The accompaning statement (in duplicate) showing an estabt. item to be provided as a new item of expenditure in the ensuing years budget estimate under the head "50-Civil Works Provn." is forwarded to the Finance Deptt. for favour of disposal. The item has been approved by that Deptt.

By order of the G. of B.

Id
15/5/37

F.D. to see before issue.

Id
15/5/37

D.A.- The Statement (in duplicate) referred to.

V. Urgent.

U.O. to F.D. d 24-5-37

Id
15/5

Id
17/5/37

Appointment:
Special Officer in charge of Road Development in the Bombay Presidency and Secretary, Board of Communications.
Orders regarding----

GOVERNMENT OF BOMBAY

PUBLIC WORKS DEPARTMENT.

Resolution No. 598/36.

Bombay Castle, 5th May 1937.

Letter to the Government of India, Department, of Industries and Labour, Public Works Branch, No. 598/36-B, dated 13th August 1936, as under:-

"With reference to item 5(a) of the Agenda of the last meeting of the Transport Advisory Council and the decision arrived at thereon vide part III, paragraph 1 (2) and part VI, paragraph 4 of the consise Statement of Policy, I have the honour to address you as follows:-

' This Government propose to appoint a special officer of the rank of superintending Engineer, who shall be Secretary to the Provincial Board of Communications as well as responsible for the planning of road development generally and co-ordination of technical standards throughout the province. In view of the conditions prevailing in this Presidency it is considered that the appointment of such a whole time officer is absolutely necesary and it is requested that the cost involved by the appointment, which is intended to be maintained for one year only in the first instance, as well as the cost of the Special Officer's ~~xx~~ staff may be accepted by the Government of India in debit to the provincial share in the road account. This cost will be approximately as follows:-

	Per mensem. Rs.
1 Superintending Engineer ..	1,750 pay + £ 19-6-8 Overseas pay 250 travelling allowance.
1 Assistant Engineer ..	300 pay. 100 travelling allowance.
1 Typist Clerk ..	100 pay
2 Peons ..	40 Pay
	2,540 + £ 19-6-8 Overseas pay.

Rs.....

It is requested that the Government of India will be so kind as to give this matter their very early consideration and communicate their reply as soon as possible."

Letter to the Government of India, Department of Industries and Labour, Public Works Depar Branch, No. 598/36-E, dated 17th December 1936, as under:-

"With reference to your letter No. C. 61, dated 28th October 1936, I am directed to state as follows.

"2. The subject of the appointment of a special officer was raised at the meeting of the Board of Communications held on 20th November 1936 and extracts from the draft of the proceedings are attached.

"At the meeting of the Board of Communications on 30th March 1936, the representatives of the Government of Bombay gave their personal views which in the case of Mr. Andrew have now changed in view of further experience in administering the Road Fund and the changed conditions arising from the meeting of the Transport Advisory Council in July last. The Government of India themselves suggested on the agenda for the meeting of the Transport Advisory Council the appointment of a special officer for the Board of Communications. Mr. Clayton has now retired and his present views cannot be readily obtained.

"3. The duties of the special officer would generally be as given in the attached statement.

"4. The road development programme would for the present at any rate be financed from the Provincial allotment from the Central Road Fund.

"5. As it is considered that the appointment is now urgently required and as there is a very strong public demand for the appointment I am to request that the Government of India might kindly be moved to sanction the appointment as a debit to the Road Development Account in anticipation of the passing of the revised resolution and of the approval of the standing Committee for Roads."

Letter from the Government of India, Department of Industries and Labour, Public Works Branch, No. C.61, dated 8th April 1937, as under:-

"With.....

"With reference to the correspondence ending with your letter No. 598/36-E, dated the 17th December 1936, I am directed to say that the Government of India do approve the debit to the allocation to Bombay from the Central Road Fund of the cost of a Special Officer in charge of road development in the Bombay Presidency and Secretary to the Board of Communications, and of his staff, for a period of one year to the extent of Rs 32,500, as in the attached statement. Audit has been informed accordingly."

RESOLUTION.- The Government Of India having agreed to the debit to the allocation to Bombay from the Central Road Fund of the cost of a special Officer in charge of Road Development in the Bombay presidency and Secretary to the Board of Communications, and of his staff, for a period of one year, to the ~~Board of Communications, and of his staff, for a period of one year, to the~~ extent of Rs. 32,500/- as shown in the attached statement, Government are pleased to sanction the creation of a tem o temporary post of the Special Officer with the pay and status of a Superintending Engineer of the Indian Service of Engineers for a period of one year and to appoint thereto Mr. R.A. Fitzherbert, A.C.G.I., A.M. Inst C.E. I.S.E. Executive Engineer, with effect from 30th April 1937. The designation of the post should be "Superintending Engineer, Road Development, Bombay Presidency. The Special Officer will perform the duties enumerate in the manner accompanying statement". His head-quarters will be the same as those of Government.

"2. The following temporary establishment required for the Special Officer is also sanctioned.-

1 Assistant Engineer	In the scale of pay for the Bombay Service of Engineers.
1 Typist Clerk	Rs. 100 per mensem.
2 Peons	Rs. 20 per mensem each.

3. The Special Officer and the Assistant Engineer under him will draw ordinary travelling allowance under the usual rules.

4. The special procedure that is followed in audit and accounting in respect of transactions in connection with the Road Development Fund - vide letter No. F. 998-Ac/[illegible], dated 23rd

June.....

1930 from the Controller of Civil Accounts, India, printed as one of the accompaniments to Government Resolution, No. 1036/27, dated 25th September 1930 [illegible] should be made applicable in the case of the appointment of the Special officer and his staff. The expenditure in question, will accordingly be charged to the head 50 "Civil Works" Provincial and source to meet it under that head during the current year will be pointed out later.

By order of His Excellency the Governor of Bombay,

Sd/-
(W.K. MASCARENHAS.)
Deputy Secretary to Government.

G.R. No. 598/36, P.W.D. , dated 5th May 1937.

To

The Finance Department .
The Political and Reforms Department.
The Commissioners of Divisions.
The Superintending Engineers of Circles.
The Electrical Engineer to Government.
All Collectors of Districts.
The Accountant General, Bombay.
All Executive Engineers of Divisions.
The Consulting Public Health Engineer to Government.
R.A. Smitherbert, Esquire, A.C.G.I., A.M. Inst. C.E., I.S. E.,
*Printed as an accompaniment to this Resolution.
No. of 1937.

Copy forwarded for information and guidance to

Sd/-
Ag

Accompaniments to Government Resolution, Public Works Department,
No. 598/36, dated the 5th May 1937.

Accompaniment to D 2

Statement of the duties that will be performed by the "Superintending Engineer, Road Development, Bombay Presidency".

(1)-------

(1) General duties as Secretary to the Provincial Board of Communications and its Sub-Committees.

(2) To prepare and maintain revised priority lists for roads under 3 categories:-

(a) Feeder roads,
(b) Roads competitive with Railways. } One list for each Commissioner's Division
(c) Other roads.

(3) To prepare a balanced programme of works under the above 3 categories for say 7 years. (This will involve the convening of meetings of the Divisional Committees and Board of Communications and consultation with Railway Administrations, the Agricultural Department and interested bodies in order to ensure that the opinions of all concerned have been ascertained before the final programme is fixed.)

(4) To act as technical Adviser to Government with regard to technical side of road projects.

(5) To initiate experiments and compile statistics regarding them and to keep in touch with modern methods of road maintenance and construction in all parts of the world.

(6) To train Public Works Department staff in modern methods of road construction and maintenance.

(7) To compile and analyse data-technical, economic and financial as regards road maintenance, and to investigate and revise if necessary the distribution of maintenance grants among different circles.

(8) To compile and study statistics in connection with road traffic and consider legislation in connection with the improvement of the bullock cart with the object of reducing the cost of road maintenance.

(9) To act as a liaison officer between the Public Works Department including District Local Boards to ensure co-operation and co-ordination regarding road development.

(10) To advise District Local Boards in connection with road projects.

(11) To initiate improved methods of modern construction and maintenance on District Local Board roads.

(12) To attend meetings of Divisional Committee Boards as adviser.

Statement showing the cost of the special officer in charge of road development in the Bombay Presidency and Secretary, Board of Communications.

Serial No.	Name of officer	Pay per month	Pay for 1 year.	
		Rs	Rs	
1.	Special Officer of the rank of Superintending Engineer	1,750	21,000	Accompaniment to 73
2.	Overseas pay	£ 13-6-8 = Rs 170	2,040	
3.	Travelling allowance	250	3.000	
4.	~~One~~ Que Assistant Engineer	300	3.600	
5.	Travelling allowance	100	1.200	
6.	One Typist clerk	100	1.200	
7.	Two peons	40	480	
		2,710	32,520 or say Rs. 32.500	

NKS:
15-6-56